## CONSTRUCTION OF CLINT-WOOD, COEBURN ROAD HALTED BY

ready to let this work to con-tract. \$123,000, or about 19 per cent. A comparative statement of

tract to do the work. This Company has gone to the expense of buying extra equipment and repairing it's old machinery preparatory to begining the work. Then when everything was ready, as Mr. Meadows thought, to begin work, what should surprise him, but a letter from the State Highway Department telling him that "If he wished to do so he was increase in the tax of over \$2,000,000. In the period of 1925-6 there was collected \$4,750,000 in the period of 1926-7 nearly \$7,000,000 was collected.

There has already been collected for the first eight months of the year 1927 over \$4, 750,000 from this tax. In other words, in the eight months of M. F. Senter

, as the property owners along the route wanted more for their twelve months of 1925-6.

The gasoline tax is now one

of road as this can be had without expense to them. Sometimes we hear people "holler," of this Conference.

"Oh! we want good roads." But we are oftimes doubtful as to whether they really want the road or just looking at the monetary advantages it would be to rear with the other states. The meeting held last year in St. Louis resulted in two additional states putting on this tax and a number of states increasing their tax in order to equalize with the other states. The most important committees of the most important commit

concern, desires to purchase rights-of-way, that the land owners will jump the price of their principal road revenue from this tax.

Dickenson County Memorial and Industrial High School:

Victor S. Wolfe, Principal. their land to three or four times its present market value, for in many instances we know of where communities were isvalusless until some kind of dev elopment was proposed, then the land owners, unintentionally of course, would throw a dam for Dickenson County and the land owners are the whole proposition by lighting of said County on the whole proposition by per on the whole proposition by sitting tight on the price of their property and refusing to to sell to the interested parties

Tor Dickenson County and the districts of said County on November 8th. 1927.

FOR COUNTY OFFICES

FOR CLERK:

operating priviledges. Speaking again of this particular piece of road, we do not FOR TREASURER: see how the grading of this road can materially damage or injure any property as the new road will be built all the way

J. M. H. Silvens

FOR SHERIFF:

J. H. A through practically on the old road right-of-way, therefore if the people along this route hope to get their road improved.

J. H. Anderson Garland T. Kiser FOR COMMISSIONER REV. to get their road improved, within any reasonable length of time they should open up and sell the State a right-of-way at a reasonable price, such as the State con offered to the state of the state con offered to the state of as the State can afford to pay. for when considered, they will realize that the money that buys the right-of-way is coming FOR CLINTWOOD DISTRICT from the taxes paid by them-selves and their neighbors and J. W. Children the more the people can save in the way of rights-of-way and preliminary expenses the more FOR OVERSEER POOR: Wilburn Mullins miles of road they can get built.

So it looks as though it is en- FOR COSTABLE: tirely left up to the people, as far as the State is concerned, to get down to brass tacks and make it possible for the State S. W. Deel to secure the necessary rightsof-way for the construction of the Clintwood Coeburn road while the \$50,000.00 is available, for the State will not let this money be idle and before this money be idle and before we know it this money will be applied on some other project, and thereby be tied up for possibly five years and we will be without a road of the without a road of the state will be a possible from the state will be applied on some other project, and thereby be tied up for possibly five years and we will be without a road of the state will be applied to the state will be applied to the state will be applied on some other project, and thereby be tied up for possibly five years and we will be applied on some other project, and thereby be tied up for possibly five years and we will be applied on some other project, and thereby be tied up for possibly five years and we will be without a road at the end of the five years.

# GAS TAX COLLECTIONS

(By Carter Wormeley) Richmond, Va., Sept. 24th. The collection of \$764,935.16

Sometime ago the State of Division of Motor Vehicles is Virginia appropriated the sum the largest tax collected in any of \$50,000.00 for the grading one month since the law became FOR SAND LICK DISTRICT and draining of the road between Hibbitt's Gap and Fuller
Gap on the road between Clintwood and Coeburn. The State tax having been in round figurspent considerable money in es \$725,000. The August tax of making the necessary surveys 1926 of \$642,000 was exceeded and locations and in getting by the August tax of 1927 by

tract.

A comparative statement of the last six months of 1925 and the first six months of tract to do the work. This Company is a specific property of the last six months of 1926, and the first six months of 1926, and the first six months of 1926 and the first si

"If he wished to do so he was words, in the eight months of at liberty to cancel his contract 1927 there has been collected with the Highway Department more than was collected in the

the route wanted more for their righs-of-way than the State could possibly afford to pay."

We do not see why people, after they have been shown the advantages of a good road and conveniences derived from a good graded or hard-surfaced road, would want to sit tight and hamper the progress of road building when the the construction of so valuable a piece of road as this can be had without expense to them. Some-

etary advantages it would be to them during the construction of the road. We do not understand why, when the State, or any other desired about 31/4 cents. Many of the states now derive their versus and the states of the states of

## THE COUNTY TICKET

The following is a list of canolated and their land practically didates, who have registered

Lee Stanley Alva Smith J. M. Rasnick Eivens Tiller

E. A. Reedy W. H. McCoy

J. C. Smith Walter B. Phipps D. M. Crabtree

DISTRICT OFFICES J. W. Childress W. B. Trivitt

Wilburn Mullins A. J. Mullins Willie Fleming J. H. Hamilton

S. W. Deel D. S. Bray Enoch Moore W. P. Moore W. N. Meade Emory Bruce Mullins

J. M. French N. C. Sutherland W. E. Compton E. T. Sutherland T. N. Shook

FOR CONSTABLE: FOR AUGUST. FOR JUSTICE PEACE: N. B. Austin

S. L. McCoy E. B. Jessee L. A. Orender gasoline tax for the month of August by the Director of the FOR KENADY DISTRICT

FOR SUPERVISOR: T. M. Dotson M. S. Davis Charles S. Stanley
D. L. Smith
FOR CONSTABLE:

D. M. Mullins A. R. Stanley Sanders Hill W. P. Rose FOR OVERSEER POOR:

G. W. Mullins FOR JUSTICE PEACE: Tivis Mullins I. E. Dotson

Wm. J. Bowman E. V. Counts Wade H. Sutherland E. T. Fuller J. R. Arington F. F. Kiser

Bert Raines FOR WILLIS DISTRICT

M. F. Senter
F. L. Colley
Wm. J. Branham
S. M. Gourley
James H. Epling
FOR CONSTABLE:
W. M. Senter John Hall Mat Mullins Tivis Mullins

H. B. Puckett FOR JUSTICE PEACE; Tyra McFaddin K. S. Hall R. A. Willis Drewrey Puckett
William S. Owens
Brice Cochran
FOR HOUSE OF DELEGATES

DICKENSON COUNTY **SESSION 1927-28** 

B. Tate Quillen. M. T. Meade. J. L. Reynolds. M. W. Remines. Miss Irene Draper. Miss Virginia Cole.

1. J. H. Turner. 2. Miss Rose Rush. 3. Miss Maxie Speer. 4. Mrs. Margaret Harris.

5. Mrs. Emma Flanagan. 6. Miss Sara Kate Chase. 7. Miss Genoa Damron.

8. Mrs. Grace Colley. CLINTWOOD NO. 2 DISTRICT Flemingtown:
S. W. Deel, Principal.
Miss Delphia Mullins.

Bear Pen: Robert Baker, Principal.

1. Miss Stella Powers. 2. Virgil Skeen.

Georges Fork: Mrs. Emma C. Sutherland. Swindall:

Silas Strouth, Principal.
Miss Flora Swindall.
Continued on page 4.

## ORDERS PUBLICATION

In Dickenson County Clerk's Office Sept. 18th. 1927. Bank of Haysi against G. A. Burnett

The object of this suit is to sell Guy Burnett's interest in the Burnett Store property at Haysi, Va. to pay his debt by note to Bank of Haysi for \$70. 00 and 10 per cent att. fee with interest from 10-3-26. It is ordered that Guy Burnett appear herein 10 days after due publi-cation of this order to do what is necessary to protect his interests in this suit.

W. E. Rasnick Clerk

By N. E. Hughes D. C.

In the Circuit Court Clerk's Office of Dickenson Co. Sept. 17, 1927.

Andy Mullins against George Johnson.

George Johnson do appear here in ten days after due publication hereof and do what is

W. E. Rasnick Clerk By N. E. Hughes

## Don't Forget Us. We Do All Kinds Of Job Work.

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#### BONDED TAXI CLINTWOOD TO COEBURN DAILY SCHEDULE

3:40 P. M. Leave Clintwood Arrive Coeburn 5:15 P. M. Leave Coeburn 6:15 P. M. 7:30 P. M. Arrive Clintwood

CLINTWOOD TAXI CO.

# Westinghouse House **Electric Ranges**

Morse Electric Water Fairbank's Pumps. Washin Machines, Electric Refrigeratirs and all kinds of

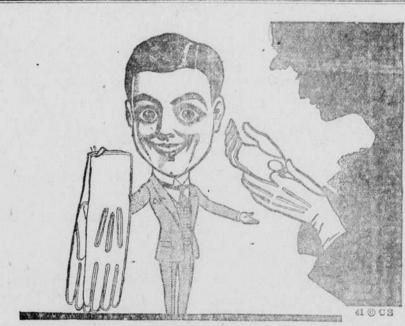
**Electrical Appliances** 

When in need of anything Electrical, see us, our prices are RIGHT.

## NTWOOD ELECTRIC CO., Clntwood, Va.



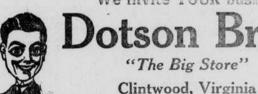
See me for your winuer's supply of coal Best grade run of mine delivered to you at a resonable price, Gilbert Powers, Clintwood, Va.



Our duty to our customers is to buy from the best manufacture of gloves in the market- this we do and is the reason why our gloves fit and wear so well.

We have the latest shades and styles of gloves for women. Durable dress and work gleves for men. Our PRICES are LOW.

We invite YOUR bushless







For Your Hard Work

When your week's labor is at an end bring your pay check to our bank and put your money away from your temptation to THINK before you spend.

START SAVING REGULARLY NOW. We Invite YOUR Banking Business





Stanley Bonded Transfer All kin la of haulin J. Moving a Specialty. New Truck on Service. When in need of any kind of Hauling, Call

or Write Andrew Stanley Clintwood, - - - Virginia.

Clintwood, Va. 7.30 A. M. 8.30 A. M. Arrive Grundy 12.20 P. M. Leave Grundy 1.20 P. M. Arrive Haysi 3.00 P. M. Leave Haysi Arrive at Grundy 4:00 P. M. 5:00 P. M Leave Grundy Arrive Haysi 6:00 P. M. Daily. K. W. CRABTREE, Mgr.